GRUMMAN plane news

Vol. 36, No. 12, June 24, 1977

International audience views E-2C at Paris Air Show

The Russians were there with their Soyuz space capsule. The Poles were there with a jet agricultural biplane. And the Americans were there with every flying machine imaginable. There were sail planes, single-engine private aircraft, jet fighters, V/STOL's, short takeoff transports, jet liners, and even a Ryan Brougham.

It was the 1977 Paris Air Show, and from around the world, people had made the pilgrimage to LeBourget airfield outside Paris to pay tribute to human flight.

As one of the top aerospace firms in the world, Grumman sent a number of its top officials to the international exhibit. Leading the Grumman Aerospace contingent was Chairman and President George Skurla. Also representing the company were Senior Vice President Mike Pelehach and Vice President Tom Kane.

Show stealer

Hundreds of aircraft, examples of aerospace technology of nearly every major country, were viewed by over a million visitors to the show from June 2 through June 13. But it was Grumman's unique E-2C prop-jet, conspicuous as it hauled its pancake-shaped radome into the French skies, that was the focus of much of the crowd's attention.

Grumman Aerospace's airborne early warning and control aircraft, the E-2C Hawkeye, attracted the attention of the general public because of its unusual appearance; but its operational capabilities caught the eye of the international military and aerospace community. The Hawkeye is the free world's only operational AEW system.

There were two E-2C's at the show; one for public viewing as a static display, and another flying twice each day to demonstrate its aerodynamic and airborne early warning capabilities.

Demo trailer

Of particular interest was the E-2C "Upstairs, Downstairs" demonstration trailer. The trailer, equipped with a data-link terminal, can display on its oscilloscope the same radar information that the airborne E-2C acquires.

The trailer, which seats 12 people, has proven to be an excellent selling tool, as it greatly expands the number of potential customers who can be shown the E-2C's capabilities. While it is not always feasible to bring every potential customer onboard the aircraft, the "Upstairs, Downstairs" trailer made it possible for selected invitees to approximate the experience.

During a press conference held on June 7 at the Grumman exhibit, Grumman Corporation President Joe Gavin presented a corporate overview of the company's prod-

(Continued on page 3)

At LeBourget. *In front of the E-2C 'Upstairs, Downstairs' demonstration trailer, Grumman Aerospace Chairman and President George Skurla speaks with McGraw-Hill Senior Vice President John Wrede. McGraw-Hill publisher of 'Aviation Week and Space Technology' and 'Business Week.' Grumman's press conferences drew over 200 members of the international press.*

the way it was

On June 26, 1942, Grumman test pilot Bob Hall took the F6F-1 Hellcat prototype for its maiden flight. There was no press coverage . . . no front page PLANE NEWS story . . . no cover photo in *Aviation Week* . . . to mark the historic event.

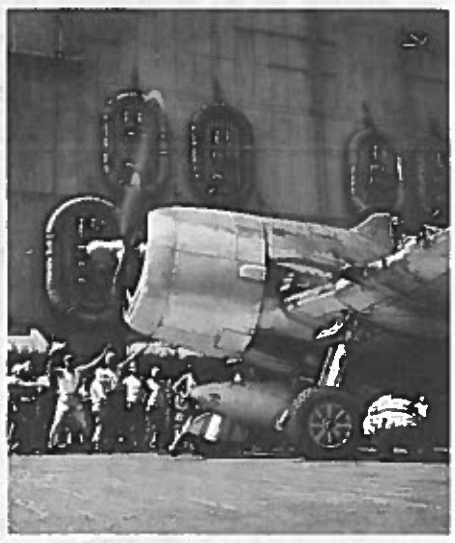
It wasn't until September 1943 that the world heard about the latest Grumman fighter. There is no record of what the Japanese thought of the new opposition in the skies, but there was plenty in the books, newspapers, and newsreels about the Hellcat and its air superiority.

The Hellcat was a single-seat fighter. Loaded, it was 1½ times as heavy as its world famous predecessor, the F4F Wildcat. To support this weight, it had the largest wing area and the lowest wing loading of all the U.S. fighters during World War II. This made it highly maneuverable and ideally suited for those tricky carrier landings . . . and, most important, for air-to-air combat with the Zero. It could fly 390 miles per hour, reach a ceiling of 39,400 feet, and climb at the rate of 3,100 feet per minute.

From its introduction, the Grumman Hellcat proved to be a formidable star in the U.S. Navy's air arm — At Truk, Marianas, Guam, Saipan, Philippines, Solomons . . . . you name it, the Hellcat was there.

Back at the Grumman plants 35 years ago, the word for 1943 was "more." And Grummanites filled that order.

In the April 12, 1945 issue, PLANE NEWS listed five world records set by Grumman men and women. In March 1945, Grumman not only met the schedule of 500 Hellcats buy exceeded it by 105. No other company in the world had produced so many of one model in one month.



In addition to the 605 Hellcats, Grumman people also delivered 53 other aircraft during March — more combat planes in one than any single company had ever produced.

Grumman was also the first company in the country to build 10,000 aircraft of the same model designed and built since December 7, 1941. The company also set a record in the highest rate of acceleration in production. Monthly Hellcat production increases were consistently between 40 and 58 planes.

Grumman achieved a world's record for getting a new model into production. By the end of 1942, the Navy already had a squadron of Hellcats — Six months after first flight.

Dramatic as the Hellcat record is, however, it's only one chapter in the Grumman's long standing history of service to the U.S.

Warm welcome. *Grumman invited this year's scholarship winners to a luncheon held in their honor. Grumman Corporation President Joe Gavin (R) and Grumman Aerospace Board Chairman and President George Skurla (L) welcomed the scholars. Astronaut Alan Bean (2nd L) was the guest speaker. Bill Schwendler Sr., Grumman director emeritus, and Sr. Vice President Larry Mead (2nd R) were also on hand to greet the 1977 winners.*

Astronaut Bean tells scholars 'attitude of mind' sets success

Most people expect astronauts who are guest speakers to talk about space exploration. At the Grumman Scholarship luncheon on June 15 at the Holiday Manor, Alan Bean enthusiastically filled that order with a slide presentation of past, present, and future space programs.

But space was not the main thrust of his address to this year's Grumman Engineering and Science scholarship winners. Throughout his 40-minute talk, he stressed "attitude of mind."

Bean, in a firm but easy manner, urged the young scholars at this pivotal stage of their lives to "revitalize your drive and will, and to examine and improve your way of viewing and reacting to life.

"Your 'attitude of mind' is one of the most powerful facts that you will ever possess because it controls to a major degree what you, yourself, will accomplish with your life," the Lunar Module Pilot of Apollo 12 mission told the high school seniors.

Bean cited the nation's space programs, from Mercury to Apollo to the Space Shuttle, as "challenges of incredible magnitude . . . unbelieveable and awesome challenges. There are many reasons for our success, but the most important single ingredient I believe was the positive, cooperative, goal-oriented attitudes of the 500,000 or so individuals who worked on these programs. It was their 'attitude of mind' that made the difference between incomparable success and possibly disastrous failure." Such an "attitude of mind for excellence" was most evident during the Apollo program, Bean added, especially the building of the Lunar Module by Grumman Aerospace.

To Bean, those who try to get maximum results with minimum efforts are "the poorest people on earth. It just will not work . . . The quest for excellence gives dignity to a person."

Discussing the nation's space endeavors, the Skylab II commander, who has accumulated more than 1,670 hours in space, said: "The greatest lesson that we can draw from space is one of hope. In the absolute sense, as far as we can see into the future, there are no real limits to growth . . . the future you will live in will better than it ever has been."

Bean invited the students to join in the country's pioneering efforts in space. "The world desperately needs young men and women with the right 'attitude of mind' . . . You know we can do something worthy, we need to do something about the things we can do something about. We need to acknowledge as individuals that 'although I cannot do everything, I can do something.' You will like yourself everday if you live this way."

After Bean's speech, Grumman Corporation President Joe Gavin presented leather-bound award certificates to the 1977 Grumman scholars. Upon graduation from high school, they will be working at Grumman during the summer.

Company's Investment contribution will be 54% during 3rd quarter '77

Grumman Corporation recently announced a 54 percent matching contribution to the Employee Investment Plan (EIP) for the third quarter of 1977.

This contribution is based upon the company's financial performance during the four quarters which preceded the announcement — in this case, the last three quarters of 1976, and the first quarter of 1977.

As of January 1, 1977, under the terms of the EIP, matching company contributions on the first four percent of a member's base-pay contribution range from 50 to 100 percent as a function of company performance. For the first quarter of 1977, the match was 61 percent. The following quarter it decreased to 53 percent. This drop was attributed to the effects of a settlement of long standing F-14 claims with the U.S. Navy and the adoption of LIFO (last-in, first-out) inventory accounting, which were included in the financial results in the last quarter of '76.

Since the company's announcement of the 1977 second-quarter company matching contribution of 53 percent, there has been a restatement of the 1976 financial results.

In a letter, dated May 9, Grumman Corporation Chairman Jack Bierwirth and President Joe Gavin informed shareholders that the 1976 financial statement had been revised at the direction of the Securities and Exchange Commission.

"We considered the portion of the settlement involving new modification work to be performed in 1977 as a price concession to the U.S. Navy, resulting in reduced profits for F-14 contract effort reportable in 1977," stated their letter.

SEC directive

"Hurdman and Cranstoun, our independent public accountants concurred and it is still our opinion and theirs that this treatment is preferable. However, the SEC has directed us to include the effects of this settlement in the 1976 results (fourth quarter), and we have decided not to contest what is only a matter of accounting treatment."

The effect of this revision decreased net income for 1976 by approximately $3.6-million. Net income for 1977 is expected to be greater by the same amount, since the only effect of the change is a shift of this amount from 1976 to 1977.

How does this affect the company's matching contribution to the Employee Investment Plan?

According to Bob Bradshaw, Grumman Corporation Secretary, "the company had to decide whether to continue using the original 1976 fourth-quarter earnings or the revised earnings required by the SEC directive, in calculating the company match. Also being taken into account was the fact that the company had already contributed 53 percent during this past quarter." Based on the non-restated earnings, it was decided to use the original method since, in the company's opinion, this will provide a more accurate reflection of its performance.

For instance, the second 1977 quarter's company match was 53 percent using the initial fourth quarter statement (before the SEC directive). Using the newly revised earnings for that quarter (resulting from the SEC directive), that company match would have dropped to 50 percent.

According to Bradshaw, "should the revised fourth quarter earnings be used, the company's contributions for the upcoming third quarter of 1977 would also have been 50 percent. By computing corporate EIP contributions with the original earnings reported, the company's match will be 54 percent for the next three months."

Mets tix on sale

GAA is offering discount tickets for the Mets-Phillies twi-light doubleheader on Friday, July 15. Admission is $4.50 per person. Round trip bus transportation is also available for $2. For more information, call GAA, Ext. 2133/2269.

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Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage N.Y. 11714 as a function of the Public Affairs Dept., Brian Masterson, director.

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International fly-by. *Grumman Corporation President Joe Gavin and Grumman Aerospace Chairman and President George Skurla (R) take time out from talking with international press to watch fly-by at Paris Air Show.*

Exhibit Hawkeye in Europe

(Continued from page 1)

ucts and finances. George Skurla then reviewed the Grumman Aerospace's major product lines, with particular emphasis on the E-2C.

Over two decades

Skurla gave a short history of the development of the E-2 series aircraft, which started 20 years ago with the E-2A configuration. They are "...the first aircraft— and to this day the only aircraft—designed and developed exclusively for airborne warning and control missions."

Skurla emphasized the E-2C's impressive capabilities, noting that the "overall systems reliability with U.S. fleet operating squadrons is on the order of three times that required by Navy design specifications."

Expressing his confidence in the Hawkeye's future, Skurla reported that four E-2C's have been sold to Israel, with the first delivery scheduled for late this year.

"Other foreign countries," Skurla stated, "such as Japan, South Korea and Australia, are also currently showing keen interest in acquiring this one-of-a-kind AEW system."

Jim McManus, E-2C/F-14 director of International Applications, was pleased with the response to the Hawkeye exhibit. "The E-2C system performs as advertised," McManus commented. "It came through every day with flying colors, showing air traffic from London and Frankfurt to the northern Meditteranean. It was the center of attention to all interested in airborne early warning systems."

Advanced technology exhibits featuring Grumman Aerospace development efforts for the next generation of weapon systems were also on display at the company's exhibit building and in the U.S. Pavilion.

According to Pelehach, these exhibits were of major interest since European needs for future weapon systems closely parallel those of the United States. At a press conference on June 8, Pelehach discussed technology development costs and the need for joint United States-European efforts to avoid costly duplication. Areas included composites, new types of radar, V/STOL propulsion and control systems, in addition to air-to-ground system integration—a field in which Grumman Aerospace is a leader.

Grumman's nacelle and thrust reverser for the Garrett TFE 731 engine were exhibited as well as the Suitcase Emergency Procedures Trainer, a portable device used to teach aircraft emergency procedures to flight personnel.

Other exhibits included two Grumman American light planes, a Tiger and a Cheetah, both on static display.

Nearly every visitor to the show passed by the Ryan Brougham "Spirit of St. Louis" mounted on a pedestal outside the U.S. Pavilion. The Spirit, a sistership of Lindbergh's aircraft which made the historic flight to LeBourget 50 years ago, was flown to the Paris Air Show courtesy of Grumman, aboard a C-5 that was bringing over the company's displays.

C. Mullen

W.J. Maffia

J. Colletti

L.E. Emeigh

N.C. Hansen

D.M. Prazak

J. Croce

W.G. Richter

R. Lum

P.J. Kanzler

T.R. Coleman

R.C. Cogliati

H.V. Kennedy Jr.

M. Fasano

J. Magliano

W.F. Blaise

G. LaRosa

E.J. Donahue

H.B. Arnold

R.G. Thompson

R.V. Reinig

T.K. Tracy

T.E. Fessenden

R.E. Welck

A. Pettignano

R.B. Powers

J. Asmussen

C.E. Elsele

D. Codoluto

L.F. Gitto

S.H. Smith

J.F. Clair

J. Wolf

S.M. Krameisen

service milestones

40

Elio Caprioglio, Adv. Sys. Tech. Mgt/Staff (36)

35

Albert A. Petry, Fuse. Fwd. Sub. and Maj. (1)
Zolton D. Horvath, Fuse. Joining (1)
Victor Matuza, Alodine (2)
William Watson, Tanks and Ducts (2)
Harold A. Lessmann, Details and Subs. Fab. Mgmt. (2)
Robert F. Giles, Prod-Cntl-Parts (2)
Walter J. Saccareccia, Mfg. Estimates (2)
Thomas J. Dowling, Engraving (3)
John Mazzie, Wing Sub-Assy. (3)
Warren A. Sondermann, Tool Maint. and Repair (3)
George W. Blake Jr., Stockrooms (4)
Charles W. Rathke, Bus. Dev. Mgt/Staff (5)
Edward J. Luerssen, Structures (6)
Alfred S. Dobler Jr., Assy. Meth. and Plng. (27)
Donald S. Smith, Maint-Rearrangement (27)
Michael Marco, Seller Surveillance (30)
John G. Matich, QC Supplier (30)
Eunice Titcomb, Reliability (35)
Lynn E. Radcliffe, Engg. Mgmt. and Staff (35)
William A. Wuote, Sub-Assy. (36)

30

Harry Verity, Sub-Assy. (1)
Alfred Pucci, Flt. Ops (4)
Nathaniel W. Schnurman, Instr. Plng. and Cntl. (5)
Walter G. Maus, Instr. Plng. and Cntl. (6)
Fred S. Trusnovec, Pl. 14/26 — Instr. Mgmt. and Staff (6)
Dominick D. Taurone, Flt. Dev. Ops. (7)
Stanley W. Urkiel, Flt. Avionics (8)
James Skoch, Sub-Assy. Maj. (27)
Richard Smalling, Cent. Sect-Sub. Assy. (27)
Jacob G. Froehlich Jr., Prod. Cntl-Parts Cntl. (30)
John Holsten, Seller Surveillance (30)
Richard T. Gibney, QC Supplier (30)
Curtis C. VanValkenburgh, Environ. Cntl. Des. (35)
Stanley A. Arbatowicz, Hydraulics (36)
Arthur E. Kumm, Equip. Lines (40)
Anthony Bernardis, Mech. Detail and Finish (43)
Byron B. Calomiris, Mach. Engg. (87)
Stuart S. Taylor, Production (88)

25

Charles Mullen, Invent. Cntl. (1)
William J. Maffia, Pride Line (2)
Frank W. Rose, Tanks and Ducts (2)
Joseph Colletti, EBW — Mach. (2)
Leonard E. Emeigh, Prod. Release and Analy. (2)

G. Druhak

G.J. Pennecke

J.P. D'Amato

W. Tennant

W.H. Garing

J.H. Ohlmann

V.J. Kurtz

V.E. Crevoiserat

F.V. Cataldi

C.K. Chamblin

R.F. Witschi

M. Gillen

H.J. Fuhrmann

E. Prescod

R.R. Roscigno

C. Somelofski

R.A. Denzler

J. Caligiuri

N. Chris Hansen, Mfg. Admin/Bus. Mgt. MS (2)
Donald M. Prazak, Mach. Shop (2)
Joseph Croce, Jig Details and Sub-Assy. (2)
Walter G. Richter, Tool Cntl. (2)
Rodney Lum, Mfg. Tech. Mgt/Staff (2)
Paul J. Kanzler, Mfg. Tech. Mgt/Staff (2)
Theodore R. Coleman, Cent. Storage and Retrieval (2)
Ronald C. Cogliatti, Spec. Tool Design (2)
Harold V. Kennedy Jr., Press (3)
Maurice Fasano, Conv. Mach. (3)
John Magliano, Small Parts Fab. (3)
William F. Blaise, Parts Paint (3)
George LaRosa, Honeycomb Prep. (3)
Edward J. Donahue, Mach. Ops-Tech. Serv. (3)
Harley B. Arnold, Mach. Ops-Parts Cntl. (3)
Grant Thompson, Prod. Cntl-Parts Cntl. (3)
Robert V. Reinig, Mach. Engg. (3)
Thomas K. Tracy, BPA Mach Parts Insp. (3)
Thomas E. Fessenden, Corp. Sys. (5)
Raymond E. Weick, Prod. Mgmt. and Staff (6)
Anthony Pettignano, Trans-Ops. (7)
Robert B. Powers, Flt. Ops. (7)
John Asmussen, Plastic/Plaster Tooling (11)
Charles E. Eisele, Maint-Rearrangement (12)
Dominick Codoluto, Maint-Rearrangement (12)
Lawrence F. Gitto, Meas. Stand. Engg. (12)
Stuart H. Smith, ILS Qual Cntls. (15)
Joseph F. Clair, Templates (16)
Joseph Wolf, Equip. Lines (25)
Samuel M. Krameisen, Struct. Design (25)
George Druhak, Design Engg., Proj. Engg. (25)
Donald G. Seagraves, Maj. Assy. (27)
John P. D'Amato, Maj. Assy. (27)
William Tennant, Invent. Plng. and Analy. (30)
William H. Garing, Property Mgmt. (30)
John H. Ohlmann, Fac. Admin. (30)
Gladys C. Meyer, Property Acct. (30)
Vincent J. Kurtz, Parts Paint (36)
Vincent E. Crevoiserat, Cent. Sect. Final (36)
Frank V. Cataldi, Hull Assy (36)
Thomas J. McKeegan, Indust. Engg. (36)
Claud K. Chamblin, Maint-Rearrangement (36)
Joseph A. Congero Jr., TS Mfg. M/S (36)
Roland F. Witschi, TS Mfg. Meth. and Release (36)

Michael Gillen, Mech. Detail and Finish (43)
Joseph Stissi, Mech. Detail and Finish (43)
Horst J. Fuhrmann, M/S (43)
Evard Prescod, Prod. Release and Analy. (43)
Robert R. Roscigno, Req. Plng. (43)
Charles Somelofski, Trans-Ops. (44)
Robert A. Denzler, Elect. Cable Fab. (44)
John Caligiuri, Struct. Design (47)
Richard J. Edwards, Subcontractor Surveillance (87)
Allen L. Rogers, Cust. Req. (87)
Robert S. Killian, Production (88)
Francis X. Langdon Jr., ILS Site Mgt. (88)
Margaret M. Armstrong, Grumman Corp. (HQ)
William D. Steenson, Paumanock Development (HQ)

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Also included in this month, George J. Pennecke of Plexiglass, Pl. 27.

20

Albert L. Crevoiserat, Fuse. Fwd. Sub. and Maj. (1)
James J. Taffner, Elect. Fab. (1)
Stanley J. Yoniak Jr., Pride Line (2)
Dominick Torrusio, Spec. Tool Design (2)
Anthony Romeo, Maint-Rearrangement (2)
Herbert E. Gilcher, QC Lab. (2)
Andrew Farrell, Conv. Mach. (3)
John D. Chenery, Parts Paint (3)
John C. Goetke, Fuse. Assy. (3)
Paul M. Grossi, Honeycomb Prefit (3)
Amza A. McCarthy, Prod. Supervision (3)
Christopher F. Gagcmiros, Air Traffic and Radio Comm. (4)
Phillip A. Angelillo, Bus. Plng. (5)
Henry Janiesch, Engg. Mgrs. (5)
Peter J. Lapinski, Trng. and Dev. (6)
George R. Burton, Structures (6)
William R. Lonnie, Prod. Mgmt. and Staff (6)
John C. Peper, Elect. Test (8)
Earl Jackson, Maint-Rearrangement (14)
Richard E. VanValkenburgh, Software Dev. (14)
Erastus E. Rose, Prog. Mgt. E-2 (15)
Albert D. Anderson, Struct. Design (25)

R.J. Edwards

A.L. Rogers

M.M. Armstrong

W.D. Steenson

Marcello Romanelli, Cntls. and Mech. (25)
James Panos, Cntls. and Mech. (25)
George A. Hendry, Metal and Welding Engg. (25)
Harvey Sperling, Nav. and Guidance Cntl. (25)
Arthur Sholinsky, PM Navy Prog. Staff (25)
Orlando O. Pennino, Ctr. Sect-Sub Assy. (27)
Richard A. Dare, Adv. Plng. (30)
Thomas P. Forbes III, Matl. Mgt. M/S (30)
George W. Bilzi, Matl. Acct. (30)
John R. Cartmell, Contour Dev. (35)
Stephen B. Honig, Aerodynamics Staff (35)
Charles J. Savatteri, Performance (35)
Robert L. Grossman, Fluid Mech. (35)
Emmanuel Pasyanos, Dynamics (35)
Gerard T. Loughran, Elect. Equip. Design (35)
Richard C. Jenkins, Fluid Dynamics (35)
Joseph A. Rietschlin, ILS Sys. Design Engg. (36)
Ronald C. Rossbach, Crew Sys/Equip. Integ. (40)
Gabriel Bascianelli, Drafting (40)
William A. Morrissey, Supp. Equip. Serv. (40)
Sidney Leinoff, Struct. Design (72)
Guydon Cargulia, Struct. Analy. (72)
Robert F. Woodwell, Prod. Mgmt. Ops/Staff (77)

15

Joseph Sandoval, ILS Elect. Pkg. (1)
Frank J. Quarto Jr., ILS Prog. Cntls. Mgt. (1)

Robert J. Lang Jr., ILS Tech. Serv. (1)
Robert T. Kinyon, ILS RF/Cntls. (1)
Louis A. Luceri, ILS RF/Cntls. (1)
John Uraga, Stress Relieve and Hot Form (2)
Joseph L. Gries, Dets. and Subs. Fab. Mgt. (2)
Arthur E. Nelsen, Mfg. Admin/Bus. Mgt. Ms. (2)
Thomas J. Loughlin Jr., ILS Elect. Engg. (2)
Edward A. Festa, Trans-Ops. (3)
Vincent D'Angelo Jr., Insp-Mech. (3)
Jean M. Carlson, Food Serv. (5)
Walter G. Jung, Aerodynamic Design (5)
Lillian J. Cousin, Financial Op/Secretaries (5)
Andrew J. Licari, Config. Data Mgmt. (5)
William S. Hettinger, Bus. Ops. M/S (5)
Allan A. Diebel, ILS Verif. and ILS Support (6)
George J. Schieferstein, Maint-Rearrangement (6)
Albert W. Hynes, Support (6)
Martin H. Ronning, Elect. and Mech. ILS Support (6)
Boyd Hutt, Ops., Mgmt. and Staff (6)
Donald W. Zielinski, Simulation (7)
Laurence M. Helner, Sys. Engg., Proj. Engg. (7)
Thomas J. Bamrick, FTT Sys. (7)
Richard E. Norklun, Avionics Dev. (7)
Joan K. Willing, Prod. Mgmt. and Staff (7)
Edith F. Heinlein, Prod. Mgmt. and Staff (7)
Newell W. Graves, Flt. Ops. Insp. (7)
Harold J. Herzberger, Flt. Avionics (8)
Walter A. Kaehler Jr., Metal and Weld. Engg. (12)
Christian J. Staebler Jr., Adv. Matl. and Process Dev. (12)
Joseph L. Vokral, Meas. Stnd. Lab. and Log. Ops. (12)
Sheldon L. Pheffer, ILS Elect. Engg. (15)

(Continued on page 7)

Okay EF-111A for full systems flight tests

Following certification in the anechoic test chamber at Calverton, the U.S. Air Force/Grumman EF-111A prototype No. 2 was cleared to begin full systems flight tests.

The first full-systems EF-111A went to the anechoic chamber for a full system check-out following its intial all-up test flight on May 17, three days prior to the formal roll-out — and about three weeks ahead of schedule.

Test will be run at Calverton and later at Eglin AFB in Florida. (Photo by Gerry Costello)

people

When Tom Vernola went on a routine job to tow a disabled sailboat on May 28, he had no idea that he would end up saving the lives of nine people stranded on a sinking cabin cruiser along the way.

Tom, who works in Receiving and Inspection, Plant 44, has been a member of the Coast

Tom Vernola

Guard Auxiliary for six years. He said that his recent encounter in the Great South Bay was "the first time I actually physically rescued people, and it felt pretty good."

Tom said that when you see people in trouble who need help, "you don't even think about it; you just go in and do it—that's where your training comes into play." His actions are all the more impressive when you take into account that he had open heart surgery in 1972.

Tom's concern, however, was not with himself but with the nine people being endangered by the high winds and five-foot swells. He said the area where the five children, two women and two men were sinking is "one of the most treacherous in the Great South Bay because of the cross currents."

Despite the high winds and waves, Skipper Vernola and his crewman Charlie Baack successfully maneuvered the USCG 24-foot auxiliary vessel "Tango," of Flotilla 1-2, up to the sinking 28-foot cabin cruiser "Afternoon Delight." The nine people then boarded the Coast Guard vessel as the cruiser sank into the bay.

Richard Inman, who works in ILS, Plant 35, is the commander of Flotilla 1-2 of the Coast Guard Auxiliary. He said that Tom and his crewman "certainly deserve notable recognition for their heroic deeds. These men typify the role of the USCG Auxiliary, volunteering their weekends, holidays and sometimes jeopardizing their lives helping others to safety." Inman added, "I'm proud that Tom Vernola is part of the Grumman family."

Gift model

Recently the Smithsonian Air and Space Museum received a Grumman A-6 Intruder model from Bobbe Lindland. She presented the gift on behalf of her husband Cdr. Donald F. Lindland, who is an unreturned Navy prisoner-of-war shot down while on a strike mission over Haiphong in September, 1972.

"The presentation has a two-fold symbolism. It's partly on behalf of my husband's sacrifice and partly for all the other military men who flew to North Vietnam under orders and did not return," said Mrs. Lindland.

The presentation was a joint venture of Grumman Aerospace Corporation and Mrs. Lindland as part of a continuing effort of family members to secure information of the whereabouts of 900 remaining prisoners-of-war and missing-in-action servicemen.

U.S. Air Force Col. George Acree also participated in the presentation. He is National President of the Red River Rats Association, a group of people from all military services who have flown up the Red River in North Vietnam. Their association's goal is the return of all living servicemen from Vietnam and an ongoing scholarship fund for dependent children of missing and killed-in-action servicemen.

The display model, presented to Don Lopez, assistant director of Aeronautics of the Museum, will be on view on the "pri-fly" level of the Smithsonian's CV-76 carrier display area.

Appointments

Among those who recently received changes in assignments were: CORPORATE PROGRAM MANAGEMENT — Paul Butler, representative to the New Product Development/High Technology Subcontracts organization; and in ADMINISTRATIVE SERVICES — Richard Metzger, manager, Office Management.

calendar

Aikido Club: every Mon. and Wed., 5:15 p.m., Pl. 35 cafe; for sport and self-defense; LI Aikido Federation; all guests welcome. B. Bauman, x7856/M. Stock, x7417.

Alcoholics Anonymous: every Mon., 5 p.m., Pl. 39, classroom 1; closed meetings. Personnel Relations, x3521; Calverton: every Mon. 4-5 p.m., Headquarters Building; Great River: every Wed., 4-5 p.m., Pl. 43 conference room 3.

Coin Club (Calverton): every Fri., 1st lunch period 12-12:30, Pl. 6; U.S. and World numismatic, medals, tokens collecting of; all welcome. W. Kondratowicz, x(117)6683/J. Kreussling, x(117)6550.

Duplicate Bridge Club: every Thurs., 6 p.m., Pl. 30 cafe; open competition; guests welcome. S. Stone, x7292/F. O'Lear, x6401.

Fencing Club: every Mon., 4:30-6:30 p.m., Pl. 30 cafe; instruction and competition. P. Chaldaris, x4331.

Folk-Dancers Club (Calverton): every Tues. and Thurs. cha-cha and hustle lessons, every Wed. ballroom dancing, lunchtime, receiving area, Pl. 6; all welcome. V. McGoey, x(117)6770.

Grumman Cycle Touring Club: 2nd Mon. of every month, Pl. 28 auditorium, 5 p.m. G. Hilton, x8053.

Grumman Dance Club: by phone registration only; every Thurs., 5-7 p.m., Pl. 28 auditorium; June 30 social dancing, July 7 merengue/waltz. M. Brown, x(115)3777.

Grumman Family Campers: July 15-17, Highland Orchard Travel Pk., N. Stonington, Conn.; week-end campout; by reservation only. G. Wiesinger, x2758.

Grumman Tennis Club: 1st Mon. of every month, 5 p.m., Pl. 28 auditorium. W. Wilson, x7819.

Grumman Toastmasters Club: Wed., June 29, July 13/27, 5 p.m., Pl. 25 conference room; public speaking; Grumman and Gov't. affiliated only. H. Blumenthal, x2706.

Karate Club: Every Tues. and Thurs., 5:30-7:00 p.m., Pl. 35 cafe; building character thru physical exercise and self-defense; Grumman employees and families welcome. H. Dreksler, x8812.

Stamp Club: 1st, 2nd, 3rd Wed. of each month, 4:45 p.m., Pl. 30 cafe. S. Hoops, x3926.

Summer student wins top prize in rose show

Everything came up roses for Donna Culleton at the Grumman Garden Forum's annual Rose Show on June 15. The summer student not only took first place in the novice class but her entry won top honors as "queen-of-the-show."

Donna says, "I never thought about entering the show. But I've been bringing roses to work almost every day and a friend said I should try my luck because the flowers looked so great."

Donna Culleton

When she arrived at work on the day of the show, it didn't seem as if she would be lucky at all. As she was getting out of her car she knocked the petals off a "Royal Highness" rose she intended to exhibit. But her "Hybrid Tea" was the judges' favorite.

Second place honors went to Pete Haring. His "Tiffany" was name "king-of-the-show." Mike Gabriel's "Apollo" claimed third position for "prince-of-the-show" and Gus Preiser won best spray of roses with his "Europeana."

Not all exhibitors were as fortunate. Premature hot weather brought many local roses to peak on Memorial Day weekend and they wilted by the show date said show manager Haring. Others that promised to come to full blossom by show time were threatened by a two-inch rainfall a few days before the show.

Russel Johnson took, the honors in seasonal material while George Rath won arrangements of roses seasonal material class.

Grumman grads. *Those who recently completed the course in Emergency Health Care for Occupational Health Nurses are (L to R): Eva Rhodes, Lois Watkins, Ada Colter, Mary Hutter. Standing: Helen Mattmuller, Barbara Moore, Joyce Westell, Mary Jennerich, Josephine Bloise. Unavailable for the photo: Dorothy Hauck, Jean Ingrao, Kathleen Easterson, Jane Miliore, Lauretta Kelly, Lillian Offen, Joan Rodgers, and Leonora Keegan. (Photo by Marie Trimborn)*

Nurses expand knowledge of life-saving techniques

Seventeen Grumman nurses recently completed a 57-hour course in Emergency Care for Occupational Health Nurses and received certificates of proficiency from the Nassau County Department of Health.

The course, which was taught in Plant 28, was open only to registered nurses who are currently licensed as CPR (cardio-pulmonary resuscitation) rescuers.

"I really think it shows motivation and dedication on the part of our nurses," said Lois Watkins of Plant 25 Medical. "They realize how important it is to update skills and gain new insights."

Watkins is currently Education Committee Chairman of the Long Island Association of Occupational Health Nurses. She coordinated the program along with Marjorie Babor of the Nassau County Department of Health and Mary Hayes of the Long Island Jewish Hillside Medical Center.

The course, taught by doctors, residents, and nurses from Long Island Jewish Hillside Medical Center who specialize in emergency care, required a commitment of three hours per night for 19 consecutive Tuesdays. The Grumman nurses attended on their own time and each paid a fee of $100.

Name Milledgeville scholarship winner

Last month high senior Galen Kilpatrick heard the good news.

Bill Zarkowsky, Vice President and general manager of Milledgeville Operations, announced that she was the winner of the 1977 Grumman Science and Engineering Scholarship for Baldwin County.

The $2,000 scholarship will provide $500 annually for four years of undergraduate study. In addition, Galen will receive a minimum of 10 weeks employment each summer at Milledgeville. She intends to major in industrial engineering at Georgia Tech.

Johnny Ray Simons was chosen as the alternate. Changes in a winner's plans may mean that he or she no longer qualifies as a Grumman scholarship winner. An "alternate" then takes that person's place.

Galen Kilpatrick

As an alternate, Simons will also receive summer employment during school vacations. He will attend Southern Technical Institute in Marietta, Georgia, and major in mechanical engineering.

Galen and Johnny were selected by the Grumman Scholarship Recommendations Committee. The committee bases its choice on an applicant's academic achievement, personal attributes, and life goals.

obituaries

HENRY L. PETERS of Invent. Plng. and Analy., Plant 30, died June 1 at the age of 59. He had been with the company since 1961 and resided at 162 Bayshore Rd., N. Babylon.

Personals

Your kind expression of sympathy was deeply appreciated and is gratefully acknowledged. Warren Davis family

My family and I wish to thank the ES and friends for the flowers and sympathy on the death of my mother, Blanch. Cyrus Coons

Service milestones

(Continued from page 5)

Robert P. Fredricks, ILS Tech. Writing (15)
Peter M. Fitzgerald, ILS Pubs. Cntl. (15)
Lawrence F. Laing, Cent. Shipping Pkg. (17)
Andrew W. Wall, Trans-Equip. Maint. (20)
Warren O. Williams, Mfg. Estimates (25)
Matteo F. Rastivo, PPO Space and A/D (25)
John D. Hatfield, Struct. Design (25)
David J. Coppi, Iran Ops. BPA (25)
Kenneth A. Rathjen, Thermal Sys. (25)
Bernard Bashkoff, Redundant Struct. (25)
Jerome Lamagna, Sys. Integration (25)
Joseph C. Greene, Antennas and Radomes (25)
Salvatore Cassino, On-Board Checkout (25)
Charles A. Dowd Jr., Optic and Display Equip Design (25)
Lester Z. Needle, Design Engg. (25)
Robert F. Higgins, Sys. Engg., Proj. Engg. (25)
Charles J. Hill, Struct. Analy. (35)
Michael Simonian, Dynamics (35)
Patrick J. McKeown, Comm. Nav. and IFF (35)
Vincent S. Calia, Fluid Dynamics (35)
Max Chernoff, Computer Applications (35)
Jacob D. Rosenbaum, Computer Applications (35)
Barbara D. Labanowski, Gulfstream III (35)
Peter Auer, ILS Mech. Engg/Des. (36)
Edward J. Holmes, ILS Digital Engg. (36)
Enoch Rosado, TS Mfg. Elect. Fab. (36)
Belford E. Carter, Mfg. Prog. Plng. (40)
Stanley Teich, ILS Sys. Design Engg. (40)
Edward A. Bumby, Stability and Cntl/Fly. Qualt. (40)
Stanley L. Feinberg, Elect. Equip. Design (40)
Joseph M. Caldwell, Release and Cntl. (40)
Leroy E. Wistuba, Elect. Box and Pan. Fab. (43)
William A. Zalenski, Elect. Engg. (43)
James J. Mackey, Avionics Purchasing (44)
Thomas J. Vernola, Receiving Insp. (44)
Eugene J. Reilly, Optic and Display Equip. Design (47)
Thomas J. Lahey Jr., Mgmt/Staff (66)
Angelo Stefantos, Operations (66)
Michael F. Marinelli, A/C Sys. Serv. (75)
Frank A. Scocozzo, Front Sect. (77)

They're hamming it up to handle emergencies

Very often ham radio operators are the only ones capable of maintaining contact with others when disaster strikes an area and destroys local communications.

Tomorrow morning the Grumman Amateur Radio Club will meet at McKay field to take part in a nationwide emergency drill and competition. The drill is sponsored annually by the American Radio Relay League to test the capabilities of ham radio clubs to set up successful emergency radio stations.

Called a "field day" by the league, competing clubs set up their equipment outdoors away from normal power facilities. The Grumman group will power their six-station encampment with a gasoline generator.

Club president Skip Courtney says a club's standing in the competition is determined by the amount of contacts a group makes with other stations across the country and around the world. Voice contacts are each worth a point, while Morse code contacts rate two points. Last year the Grummanites placed second in the FCC radio district that includes New York and New Jersey and finished 17th nationally.

Once antennas are raised, wires connected, and the generator is humming, the members will be ready for the 24-hour contest that lasts from 2 p.m. Saturday until 2 p.m. Sunday. The test lasts for the full day so operators can meet the challenge of varying atmospheric conditions that constantly change the range of communications.

Field day chairman Jim Rauscher says everyone has a good time and the get-together oftens turns into a picnic and camping trip. He adds, "While all of us enjoy the competition, we hope there'll never be a disaster where everything will be for real."

Don't miss top event of '77 get your picnic tickets today

Remember the date—July 16—if you are interested in good food, good company and good fun, because that's when the annual Grumman Family Picnic will be held.

The picnic will commemorate aviation's 50th year on Long Island which began with Charles Lindbergh's trans-Atlantic flight in 1927, said Employee Services director Charles Fuschillo who is planning many entertaining activities to take place at the Calverton picnic grounds again this year.

Sporting events, a number of rides, and entertainers will be in abundance, as will food and beverages such as hot dogs, beer, soda, and ice cream.

There will be clowns, animal acts, acrobats and even a high-wire act to amuse both young and old. In addition, there will be relay races for all ages.

Grummanites and their families are all invited to share this fun-filled day. Just head down to the nearest ESO and pick up your tickets to the annual event which has been enjoyed by tens of thousands of Grummanites—over 37,000 last year alone—for over 40 years.

Adult admission is $3 per person and children under 12 are admitted free. No tickets will be available at the gate, so don't forget to buy your tickets soon. More information will appear in the next issue of PLANE NEWS.

Here's how. *Mike Cherry, a PGA member and teaching professional for over 30 years, demonstrates the correct grip to Grummanites at the GAA-sponsored two-day golf clinic behind Plant 2 last week. Members of the golf varsity assisted Cherry. (Photo by Marie Trimborn)*

Annual kickers' golf tourney set for Pine Hill CC, Aug. 4

If you intend to compete in the annual GAA golf championship and kickers tournament, you have a little more than a month to sharpen your game. This year's event will take place on Thursday, August 4, at the Pine Hill Country Club, Manorville, says Mike Cherry, tourney director.

Since the field is limited to 144 players, Cherry says the $19 fee must accompany your reservation to guarantee a starting time.

The cost of the outing includes greens' fee, cocktail hour with hot and cold hors d'oeuvres, buffet dinner, trophies, and kickers' prizes. Locker facilities are available for $1.00 and gold carts can be reserved at the GAA office. The cost of a cart is $11.80 (total) for two players.

Tournament trophies include those for low gross (first and second place), low net (first and second), longest drive and closest to the pin. The awards will also include those for seniors (men over 50 years of age) and for women.

Competition for low net trophies will be based on the Callaway System. Callaway handicaps will also be used for the kickers' prizes. Players are eligible for kickers' awards if their net is between 70 and 80 after subtracting the Callaway handicap from their gross scores. All trophies and kickers' prizes will be awarded after dinner.

Foursomes are reminded to check in with Cherry at the pro shop a half hour before the 9 a.m. shot gun start.

For more information contact Cherry on Ext. 2133/2269.

Wanted: keglers

The Grumman Mixed Gold league is looking for bowlers to fill vacancies for its 10-team league. The season will start at the County Line Lanes, Wednesday, September 7, at 6:30 p.m., and last for 30 weeks. Contact Gene Harms, Ext. 6854.

GRUMMAN plane news

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BULK RATE
POSTAGE PAID
HICKSVILLE, N.Y. 11802
PERMIT NO. 1110

Vol. 36, No. 12, June 24, 1977, Bethpage, N.Y. 11714